D.9 Land Use, Public Recreation, and Special Interest Areas

This section addresses the environmental setting, impacts, and mitigation measures for the Proposed Project and alternatives as they relate to land use, recreation, and special interest areas. Special interest areas are particular land uses, such as habitat protection areas, preserves and military bases, that may deserve special consideration for potential impacts. Section D.9.1 describes the environmental setting of the Proposed Project area and the alternatives. Section D.9.2 addresses applicable regulations, plans, and standards. Section D.9.3 describes the impacts of the Proposed Project; Sections D.9.4 and D.9.5 describe the impacts of the alternatives. Section D.9.6 details mitigation monitoring, compliance, and reporting.

D.9.1 Environmental Baseline

This section presents information on the existing land use patterns along the proposed pipeline route. It also identifies sensitive land uses (e.g., schools, recreational areas, religious facilities) adjacent to and near the right-of-way (ROW). The inventory of land uses is based on examination and verification of Applicant data, evaluation of Thomas Bros. Guide street maps, aerial photographs, and field reconnaissance. The study area boundary includes lands both within and beyond the pipeline ROW that could be impacted in terms of construction and operation disturbances. Since the potential areas of impact will vary due to topographical and circulation factors, the study area width for sensitive receptors varies along the ROW but extends from the route itself to approximately 1,000 feet from the proposed pipeline.

D.9.1.1 Regional Overview: Yolo, Solano, and Contra Costa Counties

SFPP is proposing to construct and operate a new 70.7-mile petroleum pipeline system that would begin at the existing SFPP Concord Station in Contra Costa County, pass through Solano County, and end at the existing SFPP Sacramento Station in the City of West Sacramento, in Yolo County. The following paragraphs define the mileage of the proposed and alternative routes in each jurisdiction, and also discuss land use types and sensitive land uses.

Land Use Types. The proposed pipeline route traverses the Cities of Martinez, Benicia, Fairfield, Suisun City, West Sacramento, and unincorporated county lands in Contra Costa, Solano, and Yolo Counties. The area along the project route ranges from open space and agricultural lands to urban areas. The pipeline would be located primarily within the street ROW of various transportation corridors in those cities and within road, railroad, and private ROWs and transmission corridors along the less developed segments of the route. Also, throughout the route, there are numerous linear utility facilities such as gas and oil pipelines and electrical transmission lines (addressed in Section D.11, Utilities and Service Systems). Project mileage within each jurisdiction is presented in Table D.9-1. Table D.9-2 lists the general land use categories that are used to classify land use types.

Agriculture. The proposed route passes through major agricultural land areas, especially in Segments 3 and 5. Figure D.9-1 (on four sheets, presented at the end of this section) illustrates categories of agricultural land along the proposed pipeline route. The categories include, “Unique”, “Prime”, and “Agriculture of Statewide Significance”. Under the Farmland Protection Policy Act (PL 97-98; 7 U.S.C. 4201 et seq.), prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with

Table D.9-1. Project Mileages by Jurisdiction

	County Totals			Individual Jurisdictions									
	Contra Costa County	Solano County	Yolo County	Unincorp Contra Costa County	City of Martinez	Unincorp Solano County	City of Benicia	City of Fairfield	City of Suisun City	City of Dixon	Unincorp Yolo County	City of Davis	City of West Sac.
Proposed Project	5.7	45.3	19.7	3.4	2.3	32.5	3.8	6.6	2.4	0.0	14.4	0.0	5.3
Existing Pipeline ROW Alternative	5.3	40.4	14.2	3.4	1.9	30.2	3.1	4.7	.6	1.8	6.9	2.9	4.4

Table D.9-2. General Land Use Classifications

Classification	Description; Examples
Agricultural	Farm field, orchard, wholesale nursery
Industrial and Light Industrial	Oil well, oil refinery, tank farm, substation, gravel pit, concrete plant, landfill, sewer plant, transmission line
Open Space	Significant ecological area, environmentally sensitive habitat, wildlife refuge, river, stream or floodplain, vacant urban land, coastal bluffs, or non-recreational area
Residential	Single or multi-family residential, condominium or apartment, townhouse, motel, mobile home park, RV park away from recreation site
Sensitive Receptor (includes recreation areas)	All residential land uses, elementary, middle/junior high, or high school, college, university, adult education, trade school, day care, academy, religious facility, cemetery, hospital, convalescent hospital, rest home, rehabilitation center, nursing home, children's health center, recreation facility, research/scientific uses, and recreation areas (e.g., State, county, or city park, recreation center, cultural center, museum, campground, fairgrounds, golf course, playground, RV park near recreation site, zoo, drive-in theater)

with minimum inputs of fuel, fertilizer, pesticides, and labor, and without intolerable soil erosion (7 U.S.C. 4201(c)(1)(A)). Unique farmland is defined as "land other than prime farmland that is used for the production of specific high-value food and fiber crops...such as, citrus, tree nuts, olives, cranberries, fruits, and vegetables" (7 U.S.C. 4201(c)(1)(B)). Finally, Agriculture of Statewide Significance is defined as land identified by State or local agencies for agricultural use, but not of national significance (7 U.S.C. 4201(c)(1)(C)).

Industrial and Light Industrial. Industrial land use includes all manufacturing, construction contracting, transportation, utilities, wholesaling, warehousing and mineral extracting uses in an area. The Environmental Setting of the Proposed Project (Section D.9.1.2) indicates areas of industrial land use.

Open Space. Open space is defined as an area that includes all public parks, retention areas, lakes golf courses, greenbelts, and undeveloped areas. The description of the environmental setting for the Proposed Project (Section D.9.1.2) indicates areas of open space land use.

Residential. Residential land use includes areas that contain single family detached housing units, townhouses/patio homes and condominiums units, mobile homes/trailers and multifamily units, including duplexes and apartments. The description of the environmental setting (Section D.9.1.2) indicates areas of residential land use.

Sensitive Receptors/Land Uses. Sensitive land uses are considered to be those land uses where substantial numbers of the public are grouped together or uses which are particularly sensitive to disturbances that may occur as a result of project construction or operation. Sensitive land use types, including recreation areas, are listed in the last row of Table D.9-2. Sensitive land uses are identified as such because they may require unique mitigation measures to reduce or avoid adverse impacts. This is not to imply

that other uses such as commercial zones are not also sensitive to project disturbances. Residential use is considered both a land use type and a sensitive land use.

D.9.1.2 Environmental Setting: Proposed Project

Tables D.9-3 through D.9-9 present land uses, local jurisdictions, and sensitive receptors by milepost along the proposed route, with one table for each segment.

Segment 1 (MP 0–6.1) – Phase 1: Contra Costa County and Carquinez Strait

Table D.9-3 presents land use, jurisdictions, and sensitive receptor information for Segment 1. The table also identifies the locations of the valves that SFPP has proposed.

Table D.9-3. Segment 1 Land Use Types by Milepost

Milepost	Street	Jurisdiction	Land Use	Proposed Valves, Sensitive Receptors, and Other Concerns
0-.3	Concord Substation	Contra Costa County	North - Light Industrial South - Heavy Industrial	Valve (motor operated valve [MOV]; MP 0.0) Camping/squatters (600 ft north of proposed route); Concord Fault crossing
0.3-0.5	Walnut and Grayson Creeks crossing	Contra Costa County	Pipeline Horizontal Directional Drill (HDD) under creek area	None
0.5-0.6	Transmission line corridor	Contra Costa County	East – Creek Area West – Light Industrial	None
0.6-2.0	Transmission line corridor	Contra Costa County	North/East – Light Industrial/Open South/West– Light Industrial/Open	RV park (1,000 ft west of ROW)
2.0-2.4	Central Ave to Private ROW	Contra Costa County	East – Light Industrial West – Residential	Floyd's Daycare Center (100 ft west of proposed pipeline route)
2.4-2.5	Arthur Rd	Contra Costa County	North - Light Industrial South – Light/Heavy Industrial	None
2.5-3.3	Waterbird Way	Contra Costa County	East – Landfill West – Open/Recreation (East Bay Regional Park District)	Shell Marsh (land bank)
3.3-3.4	Crossing UPRR	Contra Costa County	Pipeline bore under railroad track	None
3.4-3.6	Service road	Contra Costa County to City of Martinez	North – Industrial (Shore Terminal) South – Waterfront Rd/UPRR	None
3.6-5.0	Service road	City of Martinez	East – Open (Zinc Hill) West – Rhodia Plant/Retention Basins	Contamination issues with "mining wastes" (associated with the Peyton Slough, Zinc Hill, and the Rhodia Plant), HDD across Peyton Slough (MP 4.0) Valve (MOV; MP 4.8)
5.0-6.1	Crossing Carquinez Strait	City of Martinez / Contra Costa County to City of Benicia / Solano County	Cross Carquinez Strait using existing 14" pipeline	New Benicia-Martinez Bridge construction (contamination issues from the Rhodia Plant—see above)

Unincorporated Contra Costa County. As shown in Table D.9-3, 3.4 miles of the proposed route would be in unincorporated Contra Costa County. The pipeline would depart SFPP's Concord Station at 1550 Solano Way and travel west across Walnut and Grayson Creeks. The Concord Station is at least one-quarter mile from any sensitive land use areas in the City of Concord, which are all south of State Route 4. It would follow a transmission corridor, crossing the Burlington Northern Santa Fe Railroad (BNSFRR) and the Pacheco Slough, until meeting and paralleling Central Avenue in Contra Costa County. Land uses along this segment of the pipeline are light industrial and open space with residential units west of the route along Central Avenue. Residences and a day care center are located to the west within 400 feet of the proposed alignment on Central Avenue and Irene Drive in unincorporated Contra Costa County. Some homes would be within 100 feet of the alignment. The route would continue behind this residential area in an existing pipeline corridor until turning northeast onto Arthur Road (abandoned) and then west onto Waterbird Way. From there, the pipeline would parallel Waterbird Way. Marshland and open space owned by the East Bay Regional Parks District would be along the west side of the proposed pipeline, and landfill property would parallel the other side. The pipeline would cross UPRR tracks, turn onto a service road, and enter the Shore Terminal property.

Phase 1 Carquinez Strait Crossing

City of Martinez (Contra Costa County). As shown in Table D.9-3, 2.3 miles of the proposed route would be in the City of Martinez. The proposed route would follow a service road onto the Shore Terminal property as it would make its way north towards the Carquinez Strait. The 20-inch pipeline would travel adjacent to Zinc Hill (MP 4.1) and then head westerly across existing marshland for approximately 800 feet before reaching an existing access road on Rhodia, Inc. (Rhodia) property. Through the existing marshland, the pipeline would cross both the existing and future alignments of the Peyton Slough.[1] This area around the Rhodia Plant, Zinc Hill, and the Peyton Slough has substantial soil contamination associated with mining wastes, including zinc, copper, cadmium, iron, nickel, arsenic, barium, mercury, and low pH.

At the Rhodia access road, the proposed 20-inch pipeline would continue through a series of jogs in a northwesterly direction as it would continue to follow the edge of the Rhodia facility in existing roadways. The pipeline would connect to the pig launcher/receiver station at MP 4.9. From there, approximately 750 feet of new 14-inch pipeline would continue westerly underneath the future Caltrans I-680 bridge overpass and then northerly through private property, continuing down a slope toward the Carquinez Strait. At the foot of the slope and south of the shoreline, the new 14-inch pipeline would be connected to the existing 14-inch pipe at MP 5.0. The existing 14-inch pipeline would continue for 6,000 feet across the Carquinez Strait and into Solano County.

Phase 2 Carquinez Strait Crossing

When feasible and required, within 12 years, the Applicant proposes to install a 20-inch-diameter pipeline beneath the Carquinez Strait using a single 6,800-foot horizontal directional drill (HDD), known as Phase 2 of the Proposed Project. The proposed route for Phase 2 would be similar to the currently Proposed Project (see Phase 1 above), however, it would diverge at MP 4.1, adjacent to Zinc Hill, and continue along access roads by Zinc Hill and the Rhodia Plant east of the Phase 1 proposed route. The pipeline would cross the Carquinez Strait into Solano County and the City of Benicia. The Phase 2 route would be one-quarter mile shorter and would rejoin the currently proposed route at MP 6.1. Land use would be similar to that of Phase 1.

[1] The Peyton Slough Restoration Project has been authorized by the Regional Water Quality Control Board and involves decontamination, relocation and restoration within the slough area adjacent to the Rhodia site. The project is expected to be completed by the end of 2004.

Segment 2 (MP 6.1–17.6) – Benicia and I-680 Frontage

Table D.9-4 presents land use, jurisdictions, and sensitive receptor information for Segment 2.

City of Benicia (Solano County). As shown in Table D.9-4, 3.8 miles of the proposed route would be in the City of Benicia. On the north shore of the Carquinez Strait, the existing 14-inch pipeline would be connected to a new 14-inch pipeline at MP 6.1, which would then continue north for approximately 100 feet through an open vegetated area. After the open area, the new 14-inch pipeline would turn easterly underneath the future Caltrans I-680 bridge overpass and continue approximately 450 feet through paved property north of an existing levee before reaching a second proposed permanent above-ground pig launcher/receiver station. This station would be the point at which the pipeline would transition back to 20 inches.

The proposed route would continue in the City of Benicia traveling through car lots, crossing Sulphur Springs Creek (with a directionally drilled crossing) and UPRR tracks, before joining Industrial Way. The pipeline would follow Industrial Way across the UPRR tracks again and would turn northeast onto Park Road. Land use along this portion of the proposed route is industrial. Approximately one mile later, the proposed route would turn east onto Second Street. It would follow Second Street before turning east onto Lopes Road and enter unincorporated Solano County jurisdiction. Land use to the east of Second Street and Lopes Road is I-680 and industrial; hilly open space is west of the proposed route.

Table D.9-4. Segment 2 Land Use Types by Milepost

Milepost	Street	Jurisdiction	Land Use	Proposed Valves, Sensitive Receptors, and Other Concerns
6.1-6.8	Parking lot	City of Benicia	East – Industrial/Car lot West – Road/Industrial	Valve (MOV; MP 6.3)
6.8-6.9	Crossing Sulfur Springs Creek	City of Benicia	Pipeline bore under creek	None
6.9-7.2	Parking lot	City of Benicia	East – Industrial/Car lot West – Industrial	None
7.2	Crossing UPRR	City of Benicia	Pipeline bore under railroad track	None
7.2-8.8	Industrial Way to Park Rd	City of Benicia	North/East – Industrial South/West – Industrial	None
8.8-11.7	2nd St to Lopes Rd	City of Benicia to Solano County	East – I-680/Light Industrial West – Open	On Lopes Rd: Quarry House (cultural resource, 200 ft west of pipeline route); abandoned cut stone house (cultural resource, 100 ft west of the pipeline route); homes (3 occurrences 200-400 ft east and west of pipeline route)
11.7-15.4	Lopes Rd	Solano County	East – I-680/Light Industrial West – Open/Agricultural	Dairy Ranch (cultural resource, 100 ft west of pipeline route); homes (6 occurrences 100-600 ft east and west of pipeline route) Valve (manual; MP 15.2)
15.4	Highway crossing	Solano County	Pipeline bore under I-680	None
15.4-16.0	To Ramsey Rd	Solano County	East – Open Area (fish & game) West – I-680/Open	Home (west of I-680, 600 ft from route)
16.0-16.7	Ramsey Rd	Solano County	East – Open/Agricultural West – I-680/Residential (single-family housing in the City of Fairfield)	Garibaldi Airplane Hangar (cultural resource, 50 ft east of pipeline route); greenbelts (west of pipeline route)
16.7-17.1	Ramsey Rd	Solano County	East – Open/Agricultural West – Open/I-680	Grizzly Island Wildlife Preserve (east of pipeline route)
17.1-17.6	Private ROW	Solano County	East – Agricultural West – I-680/Residential (single-family housing)	Homes (300 ft west of the pipeline route)

Unincorporated Solano County. As shown in Table D.9-4, approximately 8.1 miles of the proposed route would be in the unincorporated Solano County along this segment. The proposed route would parallel Lopes Road for approximately six miles. Sensitive cultural and residential receptors along this portion of the route include a quarry house, an abandoned cut-stone house, a dairy ranch, and scattered homes west of the proposed alignment. These residences and receptors would be within 100 feet of the alignment. More distant residences within the City of Fairfield (approximately 300 feet from the alignment) would again be west of I-680 and Ramsey Road near the Gold Hill Road interchange.

The proposed route would cross I-680 (2,600 feet south of Ramsey Road) and parallel Ramsey Road until just north of Smith Drive, where it would turn northeasterly and follow an existing transmission corridor through the Cordelia Marsh and across the Cordelia Slough.

Agriculture. Beginning at MP 9.0 through MP 16.0, grazing lands border the proposed route to the west. From just beyond MP 15.0 through approximately MP 16.5, and also for the last 0.5 miles of this segment, there are grazing lands located to the east of the route as well. See Figure D.9-1 (on four sheets at the end of this section) for agricultural land uses along the route.

Segment 3 (MP 17.6–24.5) – Cordelia

Table D.9-5 presents land use, jurisdictions, and sensitive receptor information for Segment 3.

Unincorporated Solano County. Approximately 3.7 miles of the proposed route would be in the unincorporated Solano County along this segment. Just north of Smith Drive, the proposed pipeline route would turn northeasterly and follow an existing transmission corridor through the Cordelia Marsh and a dirt road across the Cordelia Slough. There are two occurrences of homes located on both sides of the proposed route. These residences would be approximately 200 to 400 feet from the proposed alignment. On the east side of the slough, the proposed route would briefly enter the City of Fairfield and would parallel the UPRR right-of-way until MP 22.0 where it would intersect with and turn east adjacent to Cordelia Road. The proposed route would return to unincorporated Solano County at MP 22.9 along Cordelia Road.

City of Fairfield. Along UPRR ROW and Cordelia Road, the proposed pipeline would enter the City of Fairfield for approximately 3.2 miles, beginning at MP 19.7. There are four occurrences of homes along this segment of the proposed route (see Table D.9-5 below), which follows a dirt road across the slough to the two-lane Cordelia Road.

City of Suisun City. Beginning at MP 23.8 as the pipeline crosses Cordelia Road and the UPRR, the proposed route will briefly enter the City of Suisun City for approximately 0.03 miles.

Agriculture. As shown in Figure D.9-1 at the end of this section, from the beginning of this segment through MP 19.0, the route crosses through grazing lands prior to reaching Cordelia Creek. After crossing the slough, the route again traverses through grazing lands and into Prime Farmland from MP 20.2 through MP 21.5. The route enters Unique Farmland, Prime Farmland, and then grazing lands before the end of the segment in the City of Suisun City at MP 24.5.

Cordelia Mitigation Segment

The Cordelia Mitigation Segment for the proposed pipeline (recommended in Mitigation Measure B-4a) would occur along Cordelia Road in unincorporated Solano County. Similar to Segment 3 of the Proposed Project described above, a few residences would be approximately 200 to 400 feet from this segment.

Table D.9-5. Segment 3 Land Use Types by Milepost

Milepost	Street	Jurisdiction	Land Use	Proposed Valves, Sensitive Receptors, and Other Concerns
17.6-18.9	Private/ Transmission ROW	Solano County	East – Agricultural West –Open/Agricultural	Cordelia Fault
18.9-19.2	Crossing Cordelia Creek and Slough	Solano County	Pipeline HDD under creek/slough	None
19.2-21.7	UPRR ROW	Solano County and City of Fairfield	North – Open/Agricultural South – Open/Agricultural	Homes (75 ft north and 300 ft south of pipeline route); sensitive plant species (Contra Costa goldfields, blue and valley elderberry); wood bridge; dog kennels (north of pipeline route) Check valve (MP 20.1)
21.7-22.3	Cordelia Rd	City of Fairfield	North – Light Industrial South – Open/Light Industrial	None
22.3-23.2	Cordelia Rd	City of Fairfield to Solano County	North – Light Industrial/Open South – Agricultural	Homes (450 ft south of pipeline route on O'Rehr Rd); sensitive plant species (Contra Costa goldfields)
23.2-23.6	Cordelia Rd	Solano County	North – Open/Agricultural South – Open/Agricultural	Ledgewood Creek crossing (HDD at MP 23.3); sensitive plant species (Contra Costa goldfields)
23.6-23.8	Private ROW	City of Suisun City to Solano County	North – UPRR/Light Industrial South – Open/Agricultural	Peytonia Slough crossing (MP 23.7)
23.8-24.5	Private ROW	Solano County	North – Open South – Open	None

Segment 4 (MP 24.5–30.7) – Fairfield/Suisun City

Table D.9-6 presents land use, jurisdictions, and sensitive receptor information for Segment 4.

Unincorporated Solano County. A total of approximately one-half mile of the proposed route would be in the unincorporated Solano County along this segment. Briefly, just east of Pennsylvania Avenue along Cordelia Road the pipeline would traverse open space in private ROW in unincorporated Solano County before entering the City of Fairfield. Rural residences are located within 200 feet east and south of the proposed alignment near the eastern boundary of the City of Fairfield, in unincorporated Solano County.

City of Fairfield (Solano County). As shown in Table D.9-6, 3.4 miles of the proposed route would be in the City of Fairfield. Approximately 800 feet east of Pennsylvania Avenue, the pipeline would cross the UPRR tracks and enter the City of Suisun City for approximately 200 feet, then into private open-space ROW in Solano County. At the intersection of Ohio and Jefferson Streets, the pipeline would turn east onto Ohio Street. In the City of Fairfield, the proposed route would turn north onto Union Avenue then east onto Broadway Street. Northwest of the proposed route a Family Center and the Fairfield-Solano Community Action Care are identified sensitive receptors within this residential and commercial area. East of the pipeline, the land use is light industrial. From Broadway, the pipeline would cross the UPRR tracks, enter into the City of Suisun City and join Railroad Avenue.

City of Suisun City (Solano County). As shown in Table D.9-6, approximately 2.4 miles of the proposed route would be in the City of Suisun City. As described above, a pipeline segment of approximately 200 feet would be in Suisun City, before entering private open-space ROW in unincorporated Solano County and returning to the City of Fairfield.

Table D.9-6. Segment 4 Land Use Types by Milepost

Milepost	Street	Jurisdiction	Land Use	Proposed Valves, Sensitive Receptors, and Other Concerns
24.5-24.8	Private ROW to Ohio St to Union Ave to Broadway St	City of Fairfield and City of Suisun City	East – Industrial West – Road/Open/Residential	West of pipeline route: County federal buildings (400 ft); County jail (400 ft); family center (500 ft); Fairfield Solano Community Action Care (400 ft); Armijo High School (500 ft) Valve (MOV; MP 24.8)
24.8-25.3	Private ROW	City of Suisun City	North – Industrial South – Open/Hwy 12/Industrial	None
25.3-25.8	Railroad Ave	City of Suisun City	North – Residential (homes, apartments, townhouses, condominiums) South – Residential (single- family homes)	High Power Praise Faith Center (75 ft north of pipeline route); First Christian Church (600 ft south); Children's World Learning Center (700 ft south); Grandma Bunny's Home Day Care (300 ft south)
25.8-27.2	Railroad Ave	City of Suisun City	North – Residential (homes, apartments, townhouses, condominiums) with intermittent open space South – Residential (single-family homes) with intermittent open space and light industrial	Sunset Creek Child Development Center (700 ft north of pipeline route); Fairfield Korean Baptist Church (850 ft south); Celebration Christian Center (800 ft north)
27.2-28.2	Tabor Ave	City of Suisun City to City of Fairfield	North – Residential (homes, apartments, townhouses, condominiums, mobile homes, RVs, trailers) South – Residential (single-family homes, mobile homes, RVs, trailers) with intermittent open space	Clayton Memorial Church of God in Christ (50 ft north of pipeline route); Tolenas Elementary School (600 ft south); Tolenas Park (400 ft north); Christian Serviceman's Center Hospitality House (100 ft south); Country Club Estates Community Center (350 ft north); Dover Mobile home Park Community Center (600 ft north)
28.2-28.3	Walters Rd	City of Fairfield	East – Open/Agricultural West – Residential (mobile homes, RVs, trailers)	Homes (one occurrence 800 ft east of pipeline route)
28.3-30.7	Huntington Dr to Peabody Rd to Vanden Rd	City of Fairfield to Solano County	North – Industrial/Light Industrial South – Light Industrial/Open	Travis Community Day School (300 ft north of the pipeline on Vanden Rd); Homes (150 ft south of Vanden Rd)

The pipeline route would run along Railroad Avenue, cross the Suisun City/Fairfield boundary at Tabor Avenue, and run east along Tabor Avenue before turning north along Walters Road, and once again entering the City of Fairfield. Residential is the primary land use along this section of the route. There are many sensitive receptors, including residences, churches, community centers, schools, and daycare centers on both sides of the route (see Table D.9-6). Many of the properties would be within 100 feet of the alignment. After traveling east on Huntington Drive and north on Peabody Road through light industrial areas, the pipeline would turn east and parallel Vanden Road into Solano County just after MP 30.7.

Agriculture. After traversing through the City of Suisun City and the City of Fairfield, from MP 28.0 through the end of this segment, grazing lands are prevalent south of the route. From MP 30.0 onward, there is also intermittent grazing land north of the route. Figure D.9-1 illustrates the grazing land and other agricultural land uses along Segment 4.

Segment 5 (MP 30.7–65.1) – Solano and Yolo Counties Agricultural Area

Table D.9-7 presents land use, jurisdictions, and sensitive receptor information for Segment 5.

Table D.9-7. Segment 5 Land Use Types by Milepost

Milepost	Street	Jurisdiction	Land Use	Proposed Valves, Sensitive Receptors, and Other Concerns
30.7-36.9	Private ROW	Solano County	North – Agricultural South – Agricultural	Vaca Fault; homes (50 ft north of route on Vanden Rd, 50 ft north and 600 ft south of Hay Rd) Manual valve (MP 34.8)
36.9-37.3	Private ROW	Solano County	North – Light Industrial South – Agricultural	Homes (50 ft north of route on Hay Rd)
37.3-39.0	Private ROW	Solano County	North – Agricultural South – Agricultural	Homes (4 occurrences from 50-900 ft north of route on Hay Rd)
39.0-39.8	Private ROW	Solano County	North – Agricultural South –Industrial/Landfill	None
39.8-41.4	Private ROW	Solano County	North – Agricultural South – Agricultural	None
41.4-41.9	Private ROW	Solano County	North – Light Industrial South – Agricultural	Homes (50 ft north of route on Access Rd)
41.9-42.8	Private ROW	Solano County	North – Agricultural South – Agricultural	Vernal pools; homes (50 ft north of route off of Robben Rd)
42.8-43.1	crossing Hass Slough	Solano County	Pipeline HDD under slough	None
43.1-48.7	Private/Edge of old RR ROW	Solano County	North – Agricultural South – Agricultural	Homes (100 ft north off of Binghamton Rd, 200 ft south off of Swan Rd); vernal pools Manual valve (MP 44.6)
48.7-49.1	Private/Edge of old RR ROW	Solano County	North – Light Industrial/Open South – Agricultural	Homes (3 occurrences 50 ft north and 400 ft south off of King Rd)
49.1-50.9	Yolano Rd to Private ROW	Solano County	North – Agricultural South – Agricultural	Homes (8 occurrences 50 ft north and 50 ft south of route along Yolano Rd)
50.9-57.8	Private ROW to PG&E transmission line route	Yolo County	North – Agricultural South – Agricultural	Vernal pools; homes intermittent on both sides of pipeline route from 50-500 ft Manual valve (MP 54.4)
57.8-57.9	Crossing Putah Creek	Yolo County	Pipeline HDD under creek	None
57.9-61.1	Transmission line route	Yolo County	East – Agricultural West – Agricultural	Homes (2 occurrences 50 and 300 ft east of pipeline route)
61.1-65.3	UPRR ROW	Yolo County to City of West Sacramento	North – Open/Agricultural South –Open/I-80	Bike path at West Capitol Ave Manual valve (MP 61.9)

Unincorporated Solano County. Approximately 20.2 miles of the proposed route would be in the unincorporated Solano County along this segment. At approximately MP 30.7, the proposed route would reenter unincorporated Solano County and would follow Vanden Road until turning to the east to join private property north of McCrory Road. From McCrory Road, the route would turn north adjacent to Meridian Road and east adjacent Hay Road. At Highway 113, the pipeline would enter private ROW and continue east parallel to an access road until intersection with an abandoned railroad ROW to the northeast. The route would follow the private and abandoned railroad ROW for approximately nine miles until its intersection with Levee Road/Road 104 and Mace Boulevard, where the pipeline would enter

unincorporated Yolo County. From Vanden Road and along the private ROW, land use would be agricultural with occasional homes and vegetative open space. A few rural residences are scattered on the western portion of this segment, north of Hay Road. Additional rural residences are along the proposed alignment as it approaches the Yolo County boundary. Homes are near Robben Road, Binghamton Road, King Road, Yolano Road, and Mace Boulevard. Some of these homes are less than 100 feet from the proposed alignment.

Unincorporated Yolo County. As shown in Table D.9-7, 14.4 miles of the proposed route would be in unincorporated Yolo County. The pipeline would continue to travel to the northeast along the abandoned railroad ROW to meet a transmission corridor. The route would turn north and follow the transmission corridor until it would cross Interstate 80 (I-80), then turn east to parallel the south side of the existing UPRR ROW, and then enter the City of West Sacramento at approximately MP 65.3. Land use along this segment of the route is almost entirely agricultural with a few intermittent homes near Putah Creek, approximately 50 to 500 feet from the proposed alignment.

Agriculture. Segment 5 contains almost exclusively agricultural lands. After briefly traversing through grazing lands to approximately MP 33.0, the route is primarily within Prime Farmland, with intermittent areas of Unique Farmland, until approximately MP 62.0. At this point the route passes Unique Farmland across the Yolo Causeway to the end of this segment. Figure D.9-1 at the end of this section illustrates the specific agricultural land uses along Segment 5.

Segment 6 (MP 65.1–69.8) – West Sacramento

Table D.9-8 presents land use, jurisdictions, and sensitive receptor information for Segment 6.

City of West Sacramento (Yolo County). As shown in Table D.9-8, 4.5 miles of the proposed route would be in the City of West Sacramento. In the City of West Sacramento, the proposed route would continue to follow along the south side of the UPRR ROW until turning south towards West Capitol Avenue adjacent to a bike path. It would travel east adjacent to West Capitol Avenue, then south under I-80 onto Enterprise Avenue. Land use would be industrial. The proposed pipeline would turn east onto Industrial Boulevard, travel through lands of the Port of West Sacramento at Terminal Street, and join Port Access Road along the north side of the Sacramento River Deep Water Channel. The pipeline would

Table D.9-8. Segment 6 Land Use Types by Milepost

Milepost	Street	Jurisdiction	Land Use	Proposed Valves, Sensitive Receptors, and Other Concerns
65.3-68.4	Enterprise Blvd to Industrial Blvd	City of West Sacramento	East/North – Industrial West/South – Industrial	KOA Campground (400 ft north of the pipeline route on Lake Washington); United Methodist Church (500 ft north of Industrial Blvd); Southport Community Church (100 ft north of Industrial Blvd) Valve (MOV; MP 65.5)
68.4-69.2	To Port Access Rd	City of West Sacramento	North – Residential/UPRR South – Open/Deep Water Channel	Sam Combs Park (100 ft north); Community Center (1,100 ft north)
69.2-69.9	South River Rd to West Sacramento Station	City of West Sacramento	East – Industrial West – Industrial	Church of Nazarene (500 ft west of the route) Manual valve (MP 69.3). Valve (MOV; MP 69.9)

pass south of Sam Combs Park before crossing Jefferson Boulevard. After turning north onto South River Road, the route would continue through an industrial area and would enter SFPP's West Sacramento Station at MP 69.9. Single-family homes and some religious facilities are located north and west of the proposed alignment as it traverses West Sacramento. The nearest residences and one park are just west of Jefferson Boulevard approximately 200 feet north of the alignment for approximately one-half mile. The remainder of the surrounding land uses in West Sacramento are industrial or open space. The Sacramento Station is approximately 400 feet from the nearest homes, which are west of Jefferson Boulevard.

Segment 7 – Wickland Connection

Table D.9-9 presents land uses, jurisdictions, and sensitive receptors in Segment 7.

Table D.9-9. Segment 7 Land Use Types by Milepost

Milepost	Street	Jurisdiction	Land Use	Proposed Valves, Sensitive Receptors, and Other Concerns
65.6-66.4	Industrial lands	City of West Sacramento	North – Levee/Open South – Industrial	Granada Inn (400 ft southeast of route); mobile home/recreational vehicle/trailer park (from 300 ft east of route)

City of West Sacramento (Yolo County). In addition to the proposed route, Wickland Oil Company (Wickland) will be constructing a new 12-inch-diameter pipeline to supply fuel from SFPP's existing 14-inch-diameter pipeline to the Sacramento International Airport. Wickland's pipeline will connect to SFPP's existing pipeline via a meter station at a location north of West Capitol Avenue in West Sacramento. If the proposed 20-inch pipeline becomes operational, Wickland's connection to the 14-inch pipeline will be obsolete. Therefore, the Applicant proposes to construct the 12-inch pipeline connection from the 20-inch pipeline over to the Wickland Metering Station as part of the Concord-Sacramento Project. The proposed 4,100-foot, 12-inch pipeline connection to Wickland would begin at approximate MP 65.6. At the tie-in location will be a new meter station. From the new meter station, the proposed 12-inch pipeline would head northeasterly, parallel to the outboard side of an existing levee that separates West Sacramento and the Yolo Bypass for approximately 4,100 feet until reaching Wickland's existing metering station at MP 66.4. Land use south of the Wickland Connection would be industrial. Two sensitive receptors were identified within 500 feet of the proposed route. The Granada Inn is located approximately 400 feet southeast of the pipeline site and a mobile home/RV trailer park is located adjacent to a KOA Campground south of I-80 beginning approximately 300 feet east of the route segment.

D.9.1.3 Environmental Setting: Existing Pipeline ROW Alternative

The Existing Pipeline ROW Alternative proposed alignment crosses through the Counties of Contra Costa, Solano, and Yolo, as well as the Cities of Martinez, Benicia, Fairfield, Suisun City, Dixon, Davis, and West Sacramento. Table D.9-10 shows the jurisdictions by approximate milepost (MP) along the route.

The Existing Pipeline ROW Alternative would follow the route of SFPP's existing Line Section 25 from Concord to West Sacramento. The route would primarily travel in railroad ROW. The pipeline would depart SFPP's Concord Station at 1550 Solano Way in Contra Costa County and follow railroad ROW along Solano Road to the north. Land use along this segment is industrial. It would turn west at Waterfront Road and cross Pacheco Slough. The pipeline would parallel Waterfront Road in UPRR ROW until just east of Interstate 680 (I-680), where it would turn north and enter Shore Terminal, then Rhodia property. This area around the Rhodia Plant and the Peyton Slough has substantial soil contamination associated with mining wastes, including zinc, copper, cadmium, iron, nickel, arsenic, barium, mercury,

Table D.9-10. Mileposts by Jurisdiction

Begin Milepost	End Milepost	Length	Jurisdiction
0.0	3.1	3.1	Contra Costa County
3.1	5.1	2.0	City of Martinez
5.1	5.3	0.2	CSLC/Contra Costa County–Carquinez Strait
5.3	6.3	1.0	CSLC/Solano County–Carquinez Strait
6.3	9.4	3.1	City of Benicia
9.4	19.7	10.3	Solano County
19.7	19.9	0.2	City of Fairfield*
19.9	20.6	0.7	City of Suisun City*
20.6	25.1	4.5	City of Fairfield
25.1	38.1	13.0	Solano County
38.1	39.9	1.8	City of Dixon
39.9	44.6	4.7	Solano County
44.6	45.7	1.1	UC Davis State Lands / Solano County
45.7	46.5	0.8	Yolo County
46.5	49.4	2.9	City of Davis
49.4	55.6	6.2	Yolo County
55.6	59.9	4.3	City of West Sacramento

*Note: The route briefly enters Solano County for less than 0.1 mile at approximately MP 19.9

and low pH. It would travel down a slope toward the Carquinez Strait and would continue approximately 1.2 miles across the Carquinez Strait.

On the north shore of the Carquinez Strait, the route would continue north for approximately 100 feet through an open vegetated area. After the open area, the pipeline would turn easterly underneath the future Caltrans I-680 bridge overpass and continue through paved property north of an existing levee in the City of Benicia. In the City of Benicia, the route would travel through car lots, crossing Sulphur Springs Creek and following the UPRR tracks, which parallel I-680. It would continue to follow the UPRR ROW and would enter unincorporated Solano County jurisdiction. The route would deviate from the vicinity of the proposed route and travel northeast across the Suisun Marsh in UPRR ROW. Northeast of Benicia, the Suisun Marsh is the largest managed marsh in the San Francisco Estuary and is designated a Significant Natural Area due to the number of rare species that it supports. While crossing the tidal and diked wetlands of the marsh, the route would enter two units of Grizzly Island Wildlife Area, owned and managed by the California Department of Fish and Game (CDFG). The route would then rejoin the general area of the proposed route and enter the Cities of Fairfield and Suisun City.

The Existing Pipeline ROW Alternative would continue to follow UPRR tracks, entering into the Cities of Fairfield and Suisun City, and paralleling the proposed route along Railroad Avenue and also along Vanden Road. Land use throughout the cities would be residential along Railroad Avenue in the City of Suisun City and into the City of Fairfield. There are some light industrial uses as well. The pipeline would continue northeast along the UPRR ROW into unincorporated Solano County, where land use is primarily agricultural and open space. The route would parallel A Street through Elmira, an unincorporated town in Solano County and continue back into open space and agricultural lands towards the City of Dixon.

The route would parallel Porter Street into the City of Dixon at MP 38.1 and would pass by some residential areas through the downtown area. The route would then again enter agricultural lands and open space in unincorporated Solano County. For approximately 1.1 miles, it would traverse University of California, Davis property south of the City of Davis, before crossing I-80 (under Caltrans jurisdiction) and entering Yolo County and the City of Davis. Through the City of Davis the route would parallel 2nd Street and would travel down narrow residential streets. From the City of Davis, the Existing Pipeline ROW Alternative would continue back into open space and agricultural lands in unincorporated Yolo County until it would meet up with the proposed pipeline route again west of West Capitol Avenue in the City of West Sacramento. This route would pass near the Vic Fazio (Yolo Bypass) Wildlife Area located west of Sacramento and north of I-80, which is owned and managed by the CDFG.

The route would continue to follow along the south side of the UPRR ROW until turning south towards West Capitol Avenue. It would travel east adjacent to West Capitol Avenue and a bike path, then south under I-80, which is under the jurisdiction of Caltrans, onto Enterprise Avenue. It would travel east adjacent to West Capitol Avenue, then south under I-80 onto Enterprise Avenue. Land use would be industrial. The pipeline would turn east onto Industrial Boulevard, travel through lands of the Port of West Sacramento at Terminal Street, and join Port Access Road along the north side of the Sacramento River Deep Water Channel. The pipeline would pass south of Sam Combs Park before crossing Jefferson Boulevard. After turning north onto South River Road, the route would continue through an industrial area and would enter SFPP's West Sacramento Station at MP 59.9.

Special Land Uses. The Existing Pipeline ROW Alternative alignment is located within and adjacent to several special land use features. This route crosses two units of the Grizzly Island Wildlife Area and the Point Edith Wildlife Area, northeast of Benicia and owned and managed by the California Department of Fish and Game (CDFG). Similar to the proposed route, the Existing Pipeline ROW Alternative route would cross northwest of Travis Air Force Base outside of the City of Fairfield. In addition, this route would pass near the Vic Fazio (Yolo Bypass) Wildlife Area located west of Sacramento and north of Interstate 80, which is owned and managed by the CDFG. This route would also cross Interstate 80, which is under the jurisdiction of the California Department of Transportation (Caltrans), in the Cities of Davis and West Sacramento.

Land Uses Along Existing Pipeline ROW Mitigation Segments

Two mitigation segments are suggested for the Existing Pipeline Alternative. Mitigation Segment EP-1 (Mitigation Measure B-5a) is suggested to reduce biological resources impacts and Mitigation Segment EP-2 (Mitigation Measure LU-1d) is recommended in Section D.9.4 below to reduce land use impacts. Land uses along these mitigation segments are described in the following paragraphs.

Mitigation Segment EP-1. This mitigation segment was developed to avoid sensitive habitats in the slough and marsh areas. The California Department of Fish and Game (CDFG) has designated the Suisun Marsh as a Significant Natural Area due to the number of rare species it supports. There are also potential land use concerns with the CDFG associated with permitting through the Grizzly Island Wildlife Area. At approximately 12 miles long, the mitigation segment would be more than four miles longer than the Existing Pipeline ROW Alternative.

This segment would diverge from the Existing Pipeline ROW Alternative route and follow a portion of the Proposed Project route. It would diverge near Pierce Lane along Goodyear Road. As the Existing Pipeline ROW Alternative would follow the UPRR ROW and bear northeast across the Suisun Marsh and Slough, this segment would continue north paralleling access roads along I-680 until just north of Smith Drive on Ramsey Road. Land use along this segment is open space. Just north of Smith Drive, the proposed pipeline route would turn northeasterly and follow an existing transmission corridor through the Cordelia Marsh and a dirt road across the Cordelia Slough. There are two occurrences of homes located on both sides of the proposed route. On the east side of the slough, the proposed route would briefly enter the City of Fairfield and would parallel the UPRR right-of-way until MP 22.0 where it would intersect with and turn east adjacent to Cordelia Road. The mitigation segment would return to unincorporated Solano County along Cordelia Road. Approximately 800 feet east of Pennsylvania Ave, the mitigation segment would cross the UPRR tracks where it would rejoin the Existing Pipeline ROW Alternative route.

Mitigation Segment EP-2. As described in Mitigation Measure LU-1d below, this 7.5-mile reroute would diverge from the Existing Pipeline ROW route southwest of Davis by turning east onto Tremont Road, then north onto Mace Boulevard (Highway E6). It would rejoin the Existing Pipeline ROW Alternative and turn east into UPRR ROW where Mace Boulevard intersects the UPRR.

The area along this reroute is primarily agricultural and open space. Wilson Regional Park is to the south of Tremont Road, a U.S. Air Force Global Communications Transmitter Station is east of the intersection of Tremont Road and Mace Boulevard, and El Macero Golf Course is east of Mace Boulevard. Though two miles longer than the Existing Pipeline route, this reroute around Davis was created to avoid potential constraint issues with the UPRR ROW and land use issues associated with routing the pipeline through the downtown area, which includes narrow corridors through residential neighborhoods.

D.9.1.4 Environmental Setting: No Project Alternative

The No Project Alternative would involve continued use of SFPP's existing pipelines between Concord and Sacramento Stations, as well as potential use of trucks and trains to transport petroleum products. The general land uses are similar to those described above for the Proposed Project and the Existing Pipeline Alternative.

D.9.2 Applicable Regulations, Plans, and Standards

Federal, State and local laws, ordinances and policies govern and regulate the development of the Proposed Project, including General Plan and zoning requirements of local jurisdictions. The following sections briefly discuss the regulatory authority of federal, State, and local agencies that are anticipated to have jurisdiction over all or portions of the pipeline project. A policy consistency analysis is provided in Section D.9.2.3.

D.9.2.1 Federal

The primary federal agencies anticipated to have jurisdiction over the Proposed Project include: the U.S. Department of Transportation (DOT), which regulates the technical performance of oil and gas pipelines; the U.S. Environmental Protection Agency (USEPA), which has oversight authority over issues such as hazardous materials; and the U.S. Army Corps of Engineers (USACE) which regulates discharges into waters of the U.S.

D.9.2.2 State

The California State Lands Commission (CSLC) has jurisdiction over, and manages the use of the State's tide and submerged lands, including those in the Carquinez Strait, Pacheco Creek, Walnut Creek, Grayson Creek, and Peyton Slough. It issues leases for the use of these lands subject to reasonable terms and conditions.

The San Francisco Bay Conservation and Development Commission (BCDC) is charged with regulating all filling and dredging in San Francisco Bay (which includes San Pablo and Suisun Bays, sloughs and certain creeks and tributaries that are part of the Bay system, salt ponds and certain other areas that have been diked-off from the Bay). BCDC also protects the Suisun Marsh, the largest remaining wetland in California, by administering the Suisun Marsh Preservation Act in cooperation with local governments and regulating new development within the first 100 feet inland from the Bay to ensure that maximum feasible public access to the Bay is provided.

The California Public Utilities Commission (CPUC) is charged with regulating privately owned public utilities within the State of California, including pipeline corporations. The CPUC regulates the terms and rates for service, equipment, practices, facilities, and the issuance of stocks and bonds.

Other State agencies with direct jurisdiction over the project include:

- The California Department of Fish and Game which administers the California Endangered Species Act and issues Streambed Alteration Permits for pipeline waterways crossings.
- The California Department of Transportation (Caltrans), which is responsible for development, maintenance, and operation of State and federal highways in California, and which requires encroachment permits for any construction activities within its right-of-way.
- The California Regional Water Quality Control Board (RWQCB), which may require permits for stream crossings and hydrostatic testing discharges.
- The State Fire Marshal's Pipeline Safety Division which enforces U.S. DOT and State pipeline safety regulations.

D.9.2.3 Regional and Local

Local jurisdictions are required by the State of California to prepare general plans that include land use goals and policies to guide development within their respective jurisdictions. However, generally, these plans do not contain specific policies pertaining to petroleum pipeline transportation or pipeline development. Local ordinances address construction impacts which apply to pipelines, including noise, dust suppression, traffic, and require permits to be issued prior to the start of construction.

The **Contra Costa County** General Plan 1995-2010 (updated July 1996) does not provide specific policies relating to pipeline facilities (Roach, 2002). Also, under County Zoning Ordinance (Code Section 82-2.010), the use of rights-of-way for the construction, maintenance and repair of oil, gas, water, and other pipelines is not regulated by the County Zoning Code (Divisions 82 and 84). However, a County encroachment permit would be required for work in the public ROW.

In the **City of Martinez**, no permits would be required for the Proposed Project since the pipeline would be buried. Encroachment permits would be required for construction activities in the public ROW. The project would not conflict with the City General Plan (Abejo, 2002).

The Proposed Project would not conflict with the **City of Benicia**'s General Plan. An encroachment permit would be required for construction activities in public ROWs. A Conditional Use Permit (CUP) would have to be obtained for construction on private property (Meunier, 2002).

The Proposed Project would not conflict with **Solano County**'s General Plan. The County would require a CUP for pipeline installation outside an already permitted pipeline ROW. An encroachment permit would be required for construction in the public ROW. No permits would be required for pipeline installation in railroad ROW (Walsh, 2002).

The **City of Fairfield** would require an encroachment permit for construction in the public ROW. Since the pipeline would cross a variety of zoning districts, including new residential areas, a CUP would be required for new ROW installations on private land. Emphasis would be placed on time of construction, dust control and traffic flow, including emergency vehicle access (Miller, Beck, 2002). The project would not conflict with the City's General Plan.

The **City of Suisun City** would require encroachment permits to be obtained for excavation in the City's ROW. The Applicant would also be required to comply with City regulations governing dust control and construction hours. The project would not conflict with the City's General Plan (Cullen, 2002).

Yolo County would require that an encroachment permit be obtained for construction activities in the public ROW. The County would also require that a CUP be obtained for construction on private land where there is a potential for the loss of agricultural land, or where compatibility with surrounding land uses or public safety are of concern. The Applicant would also be required to apply best management

practices with regard to dust and noise. The Proposed Project would not conflict with the County's General Plan (Lew, 2002).

The **City of West Sacramento** would require an encroachment permit for construction on public land. As long as proposed pipeline capacity is not expanded by over 30% over existing capacity, no discretionary permits would be required from the City in the existing ROW. The City's General Plan provides that up to 2005, existing uses in the South River Road area between Pioneer Bridge and the barge canal may expand by right up to 30 percent of their 1996 improvements and may be further expanded subject to discretionary approval. The plan sets a schedule for eventual transition to greater office use beyond 2011 (Goal A, Policy 10). As currently proposed, the project would be consistent with the City's General Plan (Tilly, 2002; City of West Sacramento, 2000).

The **Port of Sacramento** would require an encroachment permit for the pipeline's bored water crossing and an easement for pipeline installation across Port property. The Proposed Project would not conflict with the Port Master Plan (Scheeler, 2003).

D.9.3 Environmental Impacts and Mitigation Measures for the Proposed Project

D.9.3.1 Introduction

There are two main components of the land use impact analysis: (1) determination of potential short- and long-term conflicts with surrounding land uses; and (2) identification of potential inconsistencies with land use/recreational policies, ordinances, and regulations.

D.9.3.2 Definition and Use of Significance Criteria

Although the specific impacts of the Proposed Project are identified within the respective issue areas in other parts of Section D, these same impacts must be evaluated in terms of their combined effects on land uses. The criteria used to determine the significance of land use and recreation impacts are based on CEQA guidelines and previous EIRs on petroleum transportation projects in the region. The criteria are based on the long-term compatibility of the Proposed Project with existing and future land uses. CSLC has determined that adverse impact on land use, recreation and special interest areas would be considered significant and would require additional mitigation if project construction or operation would:

- Conflict with existing land use plans, policies, or regulations established by a jurisdiction directly affected by the project.
- Cause long-term reduction of more than one percent in rangeland in a county.
- Convert more than one percent of the agricultural land in a county designated by the State Department of Conservation as "Important Farmlands" to a nonagricultural use or impair the long-term productivity of more than one percent of said agricultural land in a county.
- Result in the loss of more than one percent of the acreage planted in a county's most valuable crop.
- Displace a business, mobile home, or permanent residence from its established location.
- Conflict with any approved residential or commercial development projects or plans.
- Result in the loss of one percent or more of an established or planned recreation site, or prevent access to the site, during its peak use periods.
- Adversely affect Areas of Critical Environmental Concern (ACECs), wilderness areas, WSAs, or other areas of special environmental concern.
- Provide access to previously inaccessible, environmentally sensitive areas.

Similar to other issue areas, the land use impact analysis focuses on potentially significant impacts. Land uses not specifically addressed in the following section are expected to experience no or negligible adverse effects from the construction and/or operation of the pipeline.

D.9.3.3 Impacts of Pipeline Construction

Impact LU-1: Pipeline Construction Disturbance to Sensitive Land Uses

Construction disturbances could create noise, dust, equipment emissions, odors, traffic congestion, limited parking, access detours, and utility disruptions. (Potentially Significant, Class II)

Impact Discussion

Land use impacts of construction include those addressed in the CEQA Guidelines (CCR Sections 15000 to 15387). SFPP has estimated that construction activities would proceed at an average daily rate of 300 to 500 feet. However, pipeline construction in more developed areas generally takes longer, and could move at rates as slow as 200 feet per day. Therefore, it can be expected that construction disturbances would occur for up to 2 weeks at any given point along the proposed ROW, throughout the anticipated eight-month total construction period. This would mean daily disturbances of noise, dust, equipment emissions, possible odors, traffic congestion, limited parking, access detours, and utility disruptions to land uses adjacent to the ROW, including to residents, employees, shoppers, schools, parks, community facilities, and particularly emergency vehicles.

Industrial and commercial uses would experience these daily disturbances and could also experience disruption of access to their facilities for short periods of time. These impacts would be adverse but less than significant (Class III) because of their short duration and the existing industrial/commercial land uses in the vicinities.

Residential uses adjacent to, or very near, the ROW would experience increased noise, dust, and odor levels due to truck traffic, equipment operation, and trenching activities. Access to residences could be temporarily rerouted, causing inconvenience and delays for residents arriving at or departing their homes. Residents along the ROW may also experience temporary disruption of public services and utilities, such as water, gas and electricity (see Section D.11.2), resulting in substantial inconvenience but usually not lasting more than several hours at a time. Overall, these impacts are considered to be potentially significant (Class II) but mitigable to less than significant levels with implementation of Mitigation Measures LU-1a, LU-1b, and LU-1c.

Other mitigation measures that would reduce construction impacts to land uses are presented in Impacts of Pipeline Construction, Sections D.10.3.3 (Noise), D.12.3.3 (Transportation and Traffic), and D.3.3.3 (Air Quality). Implementation of Mitigation Measure N-1a (Restricting Work Hours) would reduce impacts from construction noise from on-site and off-site activities. With implementation of Mitigation Measures T-1a through T-7a (impacts on roadway blockage, equipment safety, traffic congestion, property access, pedestrian/bicycle circulation and traffic safety, emergency response, construction traffic and equipment parking, roadway conditions, and public transit, respectively) would be less than significant. Implementation of Mitigation Measure A-1a would control onsite construction emissions to the extent possible (this remains a significant and unmitigable Class I impact). Mitigation Measures A-2a and A-3a would reduce the impact of dust and offsite and on-highway motor vehicle emissions to less than significant levels.

Mitigation Measures for Impact LU-1: Pipeline Construction Disturbance to Sensitive Land Uses

LU-1a Construction Notification. SFPP or its construction contractor shall provide at least 30 days advance notice of the start of construction to all residents, occupants, and landowners along the construction ROW and staging areas. Notification shall be by mail or by posting notices along the construction ROW and shall be implemented more than 30 days before the start of construction in each area. The announcement shall state specifically where and when construction will occur in the area. If construction delays of more than 7 days occur, an additional notice shall be made, either along the construction ROW or by mail.

LU-1b Minimize Impacts to Schools and Day Care Facilities. SFPP shall limit construction hours where construction is located within 500 feet of a school or licensed day care facility (including Floyd's Day Care in Martinez, Armijo High School, Children's World Learning Center, Tolenas Elementary School, and Grandma Bunny's Home Day Care in Fairfield, Travis Community Day School in Solano County and any additional facilities identified by the Applicant). Limitations shall be based on hours of school operation, time of year, and acoustical factors. If construction cannot be avoided during school hours, the Applicant shall contact affected schools prior to the start of project construction and verify daily schedules. Construction shall be avoided adjacent to schools and day care facilities during hours of high activity as defined by school administration or day care operators.

LU-1c Provide Telephone Access. SFPP or its construction contractor shall establish a toll-free telephone number for receiving questions or complaints during construction and develop procedures for responding to callers. The telephone number and its purpose shall be included in the notices posted along the construction ROW or mailed notification (Mitigation Measure L-1a).

Residual Impact. After implementation of Mitigation Measures LU-1a, LU-1b, and LU-1c, and relevant measures presented in other sections and mentioned above, the residual impacts on land uses in this segment would be less than significant.

Impact LU-2: Temporary Loss of Agricultural Land or Income

Construction impacts to agricultural land could result in loss of topsoil and/or farming income. (Potentially Significant, Class II)

Impact Discussion

Pipeline construction in agricultural land would temporarily remove from production a 100-foot-wide strip of cultivated land, mostly adjacent to roads. The Applicant's ROW agents would coordinate construction activities with property owners and tenant farmers to minimize impacts to farming operations. Impacts to agricultural operations could result in the loss of topsoil and farming income. These impacts would be potentially significant (Class II) but mitigable to less than significant levels with implementation of Mitigation Measures LU-2a and LU-2b.

Mitigation Measures for Impact LU-2: Temporary Loss of Agricultural Land or Income

LU-2a Topsoil Preservation. The Applicant shall set aside at least eight inches of topsoil removed during pipeline construction on agricultural lands and preserve it for replacement and restoration to its prior location after construction for continued agricultural use.

LU-2b Compensation to Land Owners. Prior to the start of construction, the Applicant shall enter into an agreement with each land owner and/or farmer, as appropriate, to provide fair compensation for the loss of income from cultivation of land taken out of production due to pipeline construction.

Residual Impact. After implementation of Mitigation Measures LU-2a and LU-2b, the residual impacts on land uses would be less than significant.

D.9.3.4 Impacts of Pipeline Accidents

Impact LU-3: Pipeline Accidents Affecting Sensitive Land Uses

A pipeline accident could contaminate land and property with spilled product or cause death or injury due to fire or explosion. (Significant, Class I)

Impact Discussion

The causes and likelihood of pipeline accidents along the proposed pipeline route are discussed in Section D.2 (Pipeline Safety and Risk of Accidents). This section also discusses design and operational features incorporated to prevent accidents, features included to minimize impacts to life and property should accidents occur, and steps put in place to respond to potential accidents.

As described in the pipeline safety impact analysis (Section D.2.2), accidental rupture of the pipeline and subsequent spills could occur, even though the pipeline would be buried. Potential rupture of the pipeline could result from corrosion, earthquakes, or third party disturbance in the ROW. In the event of a spill in populated areas, two significant adverse consequences could occur:

- Contamination of land and property from spilled product.
- Injury or death due to a fire that could result from ignition of product.

Although the probability is low that either of these impacts would occur, the consequences of such events could be significant. Mitigation measures outlined in Pipeline Safety (Section D.2.2) would reduce the likelihood that the impacts would occur, but it is not possible to completely eliminate the risk that an accident could occur. Therefore, Impact LU-3 is considered to be significant (Class I) in Segment 4 (Fairfield/Suisun City) and Segment 6 (West Sacramento) because in these segments, the most densely populated areas along the pipeline route could be contaminated by product or could be subjected to fire and thermal radiation effects (see Section D.2.2 for a detailed description of accident scenarios and thermal radiation consequences).

Mitigation Measures for Impact LU-3: Pipeline Accidents Affecting Sensitive Land Uses

Mitigation Measures S-2a through S-2d (presented in Section D.2) requires that SFPP prepare a Supplemental Spill Response Plan that would improve response to an accident along this new pipeline route and that they implement design measures to reduce the risk of third-party accidents in the most densely populated areas.

Residual Impact. While Mitigation Measures S-2a through S-2d would reduce the likelihood that an accident would occur and reduce the extent of impacts from a spill, leak, or fire, they cannot eliminate the risk that a serious pipeline accident could affect sensitive land uses. Therefore, Impact LU-3 remains significant even with mitigation, and **a Statement of Overriding Considerations would be required for project approval.**

D.9.3.5 Impacts of Pipeline Operation

Land use impacts of normal pipeline operation would be felt infrequently, in that they would be related to repair and maintenance activities. Impacts of pipeline operation and maintenance would be similar to those of pipeline construction, but at a much smaller scale; they could include short-term noise, dust, air quality, and access impairment. Such impacts to residents, employees, shoppers, schools, parks, community facilities, and particularly emergency vehicles would be temporary and localized. Impacts LU-1 and LU-2 would occur on a small scale, but no mitigation is required due to the reduced severity and frequency of construction activity. In this case, impacts of LU-1 and LU-2 would be adverse but less than significant (Class III).

D.9.3.6 Impacts by Segment

Segment 1 (MP 0–6.1) – Contra Costa County and Carquinez Strait

Land use along this route segment is primarily light and heavy industrial. The route also passes along the edge of a residential area for 0.4 miles along Central Avenue, on which one sensitive receptor, Floyd's Daycare Center, is located 100 feet west of the proposed route. Squatters have pitched tents and set up a temporary camp just northwest and downhill from the proposed pipeline's starting point at the Concord Station.

Industrial uses in this segment would experience noise and dust impacts. They could also experience disruption of access to their facilities for short periods of time (Impact LU-1). These impacts would be adverse but less than significant (Class III) because of their short duration and the existing industrial land uses.

Residential uses adjacent to, or very near, the ROW would experience increased noise, dust, and odor levels due to truck traffic, equipment operation, and trenching activities. Access to residences could be temporarily rerouted, causing inconvenience and delays for residents arriving at or departing their homes (Impact LU-1). Overall, these impacts are considered to be potentially significant (Class II) but mitigable to less than significant levels with implementation of Mitigation Measures LU-1a, LU-1b, and LU-1c, and relevant mitigation listed above (under Impact LU-1, Section D.9.3.3) and presented in Sections D.3 (Air Quality), D.10 (Noise), and D.12 (Transportation and Traffic).

A pipeline accident could contaminate land and property along this segment with spilled product or cause death or injury due to fire or explosion (Impact LU-3). As described in the pipeline safety impact analysis (Section D.2.2), accidental rupture of the pipeline and subsequent spills could occur, even though the pipeline would be buried. Potential rupture of the pipeline could result from corrosion, earthquakes, or third party disturbance in the ROW. While Mitigation Measures S-2a through S-2d would reduce the likelihood that an accident would occur and reduce the extent of impacts from a spill, leak, or fire, they cannot eliminate the risk that a serious pipeline accident could affect residential and sensitive land use receptors along this segment (Class I).

Phase 1 Carquinez Strait Crossing

Land uses affected by construction of Phase 1 as currently envisioned would be limited to areas on State-owned property (at a location adjacent to the existing access road through the Rhodia Plant area) where a permanent above-ground pig launcher/receiver station (40- by 75-foot fenced area) would be constructed and the proposed 20-inch pipeline would reduce down to a new 14-inch pipeline to connect to the existing 14-inch pipeline and cross the Carquinez Strait. On the north side of the strait, a second proposed permanent above-ground launcher/receiver station (40- by 75-foot fenced area) would be located at MP

6.3 on Benicia Industries' property. At the launcher/receiver station the proposed pipeline would transition back to 20 inches.

These land uses are industrial and include the Zinc Hill and Rhodia Plant area on the Martinez side and a paved parking lot on Benicia Industries' property on the Benicia (north) side. As described in Section D.6 (Environmental Contamination and Hazardous Materials), the Rhodia site and Peyton Slough are contaminated due to historic heavy metal contamination of the soil, and remediation is underway. Because of the temporary nature of construction in the area and the surrounding land uses, construction is unlikely to substantially interfere with activities, and impacts would likely be less than significant (Class III).

Phase 2 Carquinez Strait Crossing

Land uses affected by construction of Phase 2 as currently envisioned would be limited to areas along the trench to the head of the bore hole on the Martinez (south) side, and the staging areas on both sides of the Carquinez Strait. As in Phase 1, these land uses are industrial and include the Zinc Hill and Rhodia Plant area on the Martinez side and a paved parking lot on the Benicia (north) side. Because of the temporary nature of construction in the area and the surrounding land uses, construction is unlikely to substantially interfere with activities, and impacts would likely be less than significant.

Segment 2 (MP 6.1–17.6) – Benicia and I-680 Frontage

This pipeline segment crosses land with in the City of Benicia and unincorporated Solano County. Land uses along the pipeline route in Benicia include a short open vegetated stretch as the pipeline comes onshore, paved car lots used for temporary storage of imported cars and light industrial uses. No sensitive receptors are identified along the City route. The Proposed Project is consistent with the City and County General Plans.

In the unincorporated area of Solano County the proposed pipeline would parallel I-680 first on the west in the public ROW and on private land and then on the east on land owned by the California Department of Fish and Game until just north of Smith Drive. As identified in Table D.9-4, sensitive receptors include 11 homes (ranging from approximately 100 to 600 feet from the alignment) and the Grizzly Island Wildlife Preserve east of the route. Impacts to residences (Impact LU-1) would be similar (Class II) to those described for Segment 1. With implementation of Mitigation Measures LU-1a through LU-1c and measures presented in the Noise, Transportation and Traffic, and Air Quality sections, the residual impacts to land uses would be less than significant.

As discussed in Segment 1 and in the pipeline safety impact analysis (Section D.2.2), a pipeline accident could contaminate land and property along this segment with spilled product or cause death or injury due to fire or explosion (Impact LU-3). While Mitigation Measures S-2a through S-2d would reduce the likelihood that an accident would occur and reduce the extent of impacts from a spill, leak, or fire, they cannot eliminate the risk that a serious pipeline accident could affect Grizzly Island Wildlife Preserve and/or sensitive residential and land use receptors along this segment (Class I).

Segment 3 (MP 17.6–24.5) – Cordelia

This segment runs through unincorporated Solano County and the City of Fairfield. Several homes are located on both sides of the pipeline route (approximately 200 to 400 feet away on average) as well as some light industry. The line also runs along the edge of cultivated agricultural land along the UPRR ROW.

Construction impacts along this sparsely developed segment would include disturbance from traffic, dust, and noise, and would be less than significant (Class II) with implementation of Mitigation Measures LU-1a through LU-1c and measures presented in the Noise, Air Quality, and Transportation and Traffic

sections. With the implementation of these measures, the residual impact to sensitive land uses would be less than significant.

Pipeline construction through cultivated land would temporarily remove from production a 100-foot-wide strip of cropland from production (Impact LU-2). The Applicant's ROW agents would coordinate construction activities with property owners and tenant farmers to minimize impacts to farming operations. Impacts to agricultural operations could result in the loss of topsoil and farming income. These impacts would be potentially significant, but mitigable to less than significant levels (Class II) with implementation of Mitigation Measures LU-2a and LU-2b. The residual impacts on agricultural land would be less than significant.

As discussed in Segment 1 and in the pipeline safety impact analysis (Section D.2.2), a pipeline accident could contaminate land and property along this segment with spilled product or cause death or injury due to fire or explosion (Impact LU-3). While Mitigation Measures S-2a through S-2d would reduce the likelihood that an accident would occur and reduce the extent of impacts from a spill, leak, or fire, they cannot eliminate the risk that a serious pipeline accident could affect agricultural lands, and/or sensitive residential and land use receptors along this segment (Class I).

Impacts of the Cordelia Mitigation Segment

This mitigation segment was developed to avoid sensitive biological and water resources within Cordelia Marsh and Slough. The 2.6-mile segment diverges from the proposed route at MP 17.6 and rejoins the proposed route at approximately MP 20.0. The Cordelia Mitigation Segment parallels Ramsey Road until Cordelia Road, where it continues along Cordelia Road to the UPRR ROW, at which point it rejoins the proposed route (see Figure D.4-3).

Implementation of the Cordelia Mitigation Segment would result in potentially significant construction disturbance (traffic, dust, and noise; Impact LU-1) that would be reduced to less than significant (Class II) levels with implementation of Mitigation Measures LU-1a through LU-1c and measures presented in the Noise, Air Quality, and Transportation and Traffic sections. Impacts associated with the Cordelia segment would be similar to those that would occur along the Proposed Project route segment because both segments are in the vicinity of approximately the same number of sensitive land uses with residences approximately 200 to 400 feet from the alignment.

Segment 4 (MP 24.5–30.7) – Fairfield/Suisun City

This segment includes unincorporated Solano County and the Cities of Fairfield and Suisun City. Land uses along this segment range from rural open space to urban and includes public, private and railroad ROWs. This segment includes the most densely populated areas of the proposed route, along Railroad, Tabor, and Walters Roads. As shown in Table D.9-6, there are several sensitive receptors near the ROW at an average of approximately 400 to 500 feet but some within 100 feet of the route, including single, mobile home, and multi-family housing, schools, a park, community centers, a home day care center, and a child development center.

Construction impacts to residences (Impact LU-1) would be similar (Class II) to those described for Segment 1. With implementation of Mitigation Measures LU-1a and LU-1c and measures presented in the Noise, Air Quality, and Transportation and Traffic sections defined above, the residual impact to residences would be less than significant.

Schools, parks, and community and religious worship facilities are particularly sensitive to ambient noise levels and may be disturbed by project construction (Impact LU-1). See Section D.9 (Noise) for a discussion of these impacts. Routine activities in these facilities may be temporarily disrupted due to noise, limited access, or parking. The combination of noise, dust, and traffic and access disruption near these facilities would represent a potentially significant impact (Class II) mitigable to less than significant

levels with implementation of Mitigation Measures LU-1a through LU-1c, and measures presented in the Noise, Air Quality, and Transportation and Traffic sections defined above under Impact LU-1 in Section D.9.3.3. Implementation of these measures would reduce the potential impacts on these non-residential sensitive receptors to less than significant levels.

As discussed in Segment 1 and in the pipeline safety impact analysis (Section D.2.2), a pipeline accident could contaminate land and property along this segment with spilled product or cause death or injury due to fire or explosion (Impact LU-3). While Mitigation Measures S-2a through S-2d would reduce the likelihood that an accident would occur and reduce the extent of impacts from a spill, leak, or fire, they cannot eliminate the risk that a serious pipeline accident could affect residential and other sensitive land use receptors along this segment, especially in the Cities of Fairfield and Suisun City (Class I).

Segment 5 (MP 30.7–65.1) – Solano and Solano and Yolo Counties Agricultural Area

Land use in this segment in both Solano and Yolo Counties is primarily agricultural and privately owned open space. The pipeline route includes PG&E-owned land, public road ROW, the edge of privately owned agricultural land along public roads, abandoned railroad ROW, and currently used railroad ROW. Several homes are located along the route, as well as several light industrial facilities and a landfill.

Impacts to residences (Impact LU-1; as close as less than 100 feet from the route) would be similar (Class II) to those described for Segment 1, and the same mitigation measures would apply. The residual impacts would be less than significant.

Pipeline construction through cultivated land would temporarily remove from production a 100-foot-wide strip of cropland from production (Impact LU-2). The Applicant's ROW agents would coordinate construction activities with property owners and tenant farmers to minimize impacts to farming operations. Impacts to agricultural operations could result in the loss of topsoil and farming income. These impacts would be potentially significant, but mitigable to less than significant levels (Class II) with implementation of Mitigation Measures LU-2a and LU-2b. The residual impacts on agricultural land would be less than significant.

As discussed in Segment 1 and in the pipeline safety impact analysis (Section D.2.2), a pipeline accident could contaminate land and property along this segment with spilled product or cause death or injury due to fire or explosion (Impact LU-3). While Mitigation Measures S-2a through S-2d would reduce the likelihood that an accident would occur and reduce the extent of impacts from a spill, leak, or fire, they cannot eliminate the risk that a serious pipeline accident could affect agricultural lands and/or residential and sensitive land use receptors along this segment (Class I).

Segment 6 (MP 65.1–69.9) – West Sacramento

Land uses along this pipeline segment range from industrial to residential. They include light industrial development, including the regional post office facility for the Sacramento area along Industrial Boulevard, Port of Sacramento facilities along Port Access Road, and industrial uses along South River Road. Sensitive receptors include a KOA mobile home/RV/trailer park 400 feet north of the route along Industrial Boulevard across Washington Lake, a residential area between Park Boulevard and Jefferson Boulevard, Sam Combs Park near the intersection of Jefferson and Port Access Road, 100 feet north of the proposed route, and Church of the Nazarene (500 feet west of the route).

Construction impacts along the industrial and residential portions of this segment would be similar to those in Segment 1 (Impact LU-1) and the same mitigation measures would apply. These potentially significant (Class II) impacts would be mitigated to less than significant levels.

As discussed in Segment 1 and in the pipeline safety impact analysis (Section D.2.2), a pipeline accident could contaminate land and property along this segment with spilled product or cause death or injury due to fire or explosion (Impact LU-3). While Mitigation Measures S-2a through S-2d would reduce the likelihood that an accident would occur and reduce the extent of impacts from a spill, leak, or fire, they cannot eliminate the risk that a serious pipeline accident could affect residential and/or sensitive land use receptors along this segment in the City of West Sacramento (Class I).

Segment 7 – Wickland Connection

Because of its location behind existing buildings, the proposed route will not interrupt access to adjacent land uses during construction of the proposed new Wickland pipeline connection. However, the construction would result in potentially significant noise and dust impacts (Impact LU-1) on the Granada Inn and mobile home/RV trailer park located 300 to 400 feet south of the proposed ROW (Class II). With implementation of Mitigation Measures LU-1a and LU-1c and measures presented in the Noise, Air Quality, and Transportation and Traffic sections, the residual impact would be less than significant.

As discussed in Segment 1 and in the pipeline safety impact analysis (Section D.2.2), a pipeline accident could contaminate land and property along this segment with spilled product or cause death or injury due to fire or explosion (Impact LU-3). While Mitigation Measures S-2a through S-2d would reduce the likelihood that an accident would occur and reduce the extent of impacts from a spill, leak, or fire, they cannot eliminate the risk that a serious pipeline accident could affect residential and/or sensitive land use receptors along this short segment in the City of West Sacramento (Class I).

D.9.3.7 Impacts of Proposed Station Changes and Valves

Impacts of the proposed construction consisting primarily of instrumentation system upgrades and the installation of a new pig launcher at each station to accommodate the new pipeline diameter would be minor relative to the existing facilities. All proposed station changes are described in detail in the Project Description under Proposed Terminal Modifications (Section B.3.3). Also detailed in the Project Description (Section B.3.1) are the locations and types of valves. Construction of valves would be concurrent with mainline pipeline construction; impacts are defined in Section D.9.3.3 above.

Concord Station

Construction at the Concord Station would be entirely within this industrial site. No adjacent land uses would be affected. The temporary impacts of noise, dust and air quality (Impact LU-1) on the surrounding industrial land uses would be adverse but less than significant (Class III). No mitigation is required.

Sacramento Station

Construction at the West Sacramento terminus of the proposed pipeline would be within the Applicant's industrial facility. This facility is surrounded by other industrial uses. The temporary impacts of noise, dust and air quality on the surrounding land uses (Impact LU-1) would be adverse but less than significant (Class III). No mitigation is required.

D.9.3.8 Cumulative Impacts

Implementation of the reasonably foreseeable projects presented in Table E-1 as well as the Proposed Project or Existing Pipeline ROW Alternative would not create long-term cumulative land use conflicts. However, overlapping cumulative construction activities would cause disturbance in the form of noise, exhaust and dust emissions, and access impedances. Cumulative impacts associated with construction disturbance would be

mitigated with recommended mitigation measures in the Land Use, Noise, and Transportation and Traffic sections of this EIR.

D.9.4 Environmental Impacts and Mitigation Measures for Existing Pipeline ROW Alternative

The Existing Pipeline ROW Alternative would require construction of a new pipeline following the route of SFPP's existing Line Segment 25 between Concord and Sacramento Stations. Land uses along this route are described in Section D.9.1.3, are generally similar to those of the Proposed Project, and include industrial, agricultural, and residential areas.

Because this alternative route primarily would be within the UPRR ROW, it would affect much less agricultural land than the Proposed Project (Impact LU-2), and would have less impact on roadways and access to adjacent land uses (Impact LU-1). Mitigation Measures LU-1a through LU-2b should be implemented along this alternative route. With implementation of these measures, the potentially significant construction impacts on land uses would be less than significant (Class II).

The Existing Pipeline ROW Alternative would have a similar risk of a pipeline accident, and would also pass through populated areas of Suisun City, Fairfield, Dixon, Elmira, Davis, and West Sacramento. Therefore, this route would also have a significant (Class I) impact from potential pipeline accidents, and **a Statement of Overriding Considerations would be required for project approval.**

Mitigation Segment EP-1

The Existing Pipeline ROW Alternative route would pass through a long segment of marshland south of Cordelia that supports many sensitive biological resources. As a result, Mitigation Segment EP-1 is suggested in the Biological Resources section (Section D.4). Mitigation Segment EP-1 would avoid the most sensitive biological resources, but would affect more rural residences (along the Cordelia segment of the proposed route, described in Sections D.9.1.2 and D.9.3.4 above). Therefore, the original Existing Pipeline ROW Alternative route is preferred over Mitigation Segment EP-1 for its reduced land use impacts.

Mitigation Segment EP-2

One portion of the Existing Pipeline ROW Alternative would pass through central Davis. This route segment would result in significant construction and operational impacts due to the narrow UPRR ROW and the immediately adjacent commercial, industrial, and residential land use issues in central Davis. Impacts LU-1 (construction disturbance) and LU-3 (pipeline accidents) would likely be significant. As a result, Mitigation Segment EP-2 (defined in Mitigation Measure LU-1d) has been developed.

As discussed in Section D.9.1.3, the area along the mitigation segment is primarily agricultural and open space (as opposed to commercial, industrial, and residential along the alternative route itself). Wilson Regional Park is to the south of Tremont Road, a U.S. Air Force Global Communications Transmitter Station is east of the intersection of Tremont Road and Mace Boulevard, and El Macero Golf Course is east of Mace Boulevard. See Figure D.9-2 for a map of this proposed mitigation segment. Though two miles longer than the Existing Pipeline ROW route, this reroute around Davis would avoid land use impacts associated with routing the pipeline through central Davis. Discussion of the impacts of this mitigation segment is included for each issue area in Section D.

Mitigation Measure for Impact LU-1: Pipeline construction affecting sensitive land uses

LU-1d Mitigation Segment EP-2. SFPP shall implement this 7.5-mile segment, which would diverge from the Existing Pipeline ROW route southwest of Davis by turning east onto Tremont Road, then north onto Mace Boulevard (Highway E6). It would rejoin the Existing Pipeline ROW Alternative and turn east into UPRR ROW where Mace Boulevard intersects the UPRR.

Residual Impact. Though two miles longer than the Existing Pipeline ROW Alternative route, this mitigation segment around Davis would reduce impacts to this congested area to less than significant levels (Class II) by going through an undeveloped area and being placed in the public roadway ROW. The land uses adjacent to this reroute are primarily agricultural and open space.

D.9.5 Environmental Impacts of the No Project Alternative

The No Project Alternative could require minor construction along SFPP's existing pipeline routes, and could also result in the use of trucks and trains to transport petroleum products. This alternative would eliminate most of the construction impacts associated with the Proposed Project (Impact LU-1). However, it would result in continued use of older pipelines that have a greater likelihood of accidents (Impact LU-3). In addition, increased use of trucks and trains would cause long-term greater traffic, noise, and air quality impacts that would affect land uses along the highway and railroad routes.

As described in Section C.3.3 (No Project Alternative), the Applicant would utilize the existing pipeline, possibly in combination with other existing pipelines, and rail and truck transportation. Because the existing pipelines are older, they would be susceptible to a greater risk of failure resulting in spills (Impact LU-3; Class I). Additional risks, greater than for pipeline transportation, would be associated with rail and truck transportation. These risks and subsequent impacts on the public's health and safety are discussed in Section D.2 (Pipeline Safety).

Land use impacts that could result from the No Project Alternative would result primarily from construction of new facilities including booster pump stations (Impact LU-1) and the loading and off-loading facilities at the Concord and Sacramento Stations. Due to the industrial nature of the station sites and the likely location of booster pumps in isolated areas, impacts would be adverse, but less than significant (Class III).

D.9.6 Mitigation Monitoring, Compliance, and Reporting Table

Table F-8 (see Section F) presents the Mitigation Monitoring Program for impacts on land use including agriculture, public recreation and special interest areas.

Figure D.9-1. Agriculture

Figure D.9-2. Existing Pipeline ROW Alternative, Mitigation Segment EP-2